

Aruba Esso News

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Job Changes, Promotions Announced In Process Department Reorganization

With the reorganization of the Process Department Feb. 1, reassignments were made in upper supervisory levels, four positions were eliminated and promotions were announced for six in two Process divisions. In the reassignments, K. E. Springer was assigned to the new position of assistant process superintendent from his former position of Western Division superintendent, W. H. Norris was assigned to the position of division superintendent of Cracking and Light Ends, T. M. Binnion was assigned to the position of division superintendent of Light Oils Finishing and L. F. Ballard was assigned to the position of division superintendent of Receiving and Shipping.

Positions eliminated in the reorganization were Western Division superintendent, and assistant division superintendent positions in Cracking and Light Ends, Light Oils Finishing and Receiving and Shipping.

In conjunction with the changes, promotions to assistant shift foremen positions in Cracking and Light Ends went to H. L. Leverock, M. C. Richardson, J. Smits and J. H. Engelen. J. C. Fraser was promoted to shift foreman and G. H. Niekoop was promoted to assistant shift foreman in Receiving and Shipping.

Mr. Leverock has twenty-five years of Lago service. In eight promotions he moved from a fireman to an operator A and, in 1953, to operator. Mr. Richardson, who joined Lago in May, 1939, started out in the electrical craft, moved to the pressure stills in 1940 and transferred to Process-Cracking and Light Ends in 1946. He had eight promotions also including moves to fireman, assistant operator and, in 1953, operator. Mr. Smits' Lago career began in January, 1939, in the pressure stills where he was a process helper and houseman. He transferred to Process-Cracking and Light Ends in 1942 as an operator helper A and ultimately was promoted to operator in 1951. The fourth new assistant shift

(Continued on page 2)

Pelicanan di Public Relations Department Mira pa 8610 Persona

Durante 1961, un total di 8610 hende grandi y mucha a mira pelicanan presentá door di Public Relations Department. Tabatin setenta y cinco presentacion durante anja, incluyendo siete durante dia na varios schoolnan.

Ademas di diez-tres pelicula di seguridad, como parti di e programa regular, e departamento a presenta pelicula ariba asuntonan manera átomo, cohete guiá, e Indio Americano, viaje, espacio, ciencia y literatura.

Mas popular di e pelicanan cu no ta trata di seguridad tabata "Highway Holiday" cual a worde pasá binti-cuatro vez. "Roots of Happiness" y "Operation Hurricane" tabata sigui den secuencia di popularidad.

"Motor Mania" tabata e pelicula di seguridad mas popular. El a worde pasá binti-un vez. Tambe repetí na diez presentacion tabata e popular "Knowing's Not Enough."

Pelicula a worde muntrá na bintitres diferente organizacion civico y social durante anja. Tabatin ocho presentacion na Church of God of Prophecy, siete na varios organizacionnan Methodist y cinco na Lago Heights Club.

Na Lago Heights Club e operador di Public Relations tabata projectionista pa un serie di pelicula cu charla di seguridad como prueba pa e aspecto aki di e programa pa seguridad pafor di trabao na 1962.

Butler, Miller y Collins Den TSD Cambio; IR A Promove Beaujon Feb. 1

Tres cambio den Technical Service Department y un promocion den Industrial Relations Department a worde anunciá.

W. J. Butler, assistant chief chemical engineer den TSD, lo bira technical superintendent di refinaria di Rotterdam April 1 ariba préstamo pa dos anja. Reemplazando Sr. Butler ariba base di encargo di desaroyo ehecutivo lo ta H. C. Miller, kende lo transferi for di TSD-Laboratories Feb. 12. Como group head A di Experimental and Development Laboratory a worde promovi J. T. Collins kende ta reemplaza Sr. Miller. E promocion a drenta na vigor Feb. 1.

Tambe efectivo Feb. 1 tabata e promocion di J. H. Beaujon pa senior personnel assistant den Industrial Relations Department.

Sr. Butler, kende a cuminsa traha cu TSD na April 1945 como student chemical engineer, tabata assistant chief chemical engineer na Lago desde Juni 15, 1958. El ta bai un refinaria cu ta casi cien por ciento automatizá y cu tin un capacidad di mas of menos 95,000 barril pa dia. E refinaria di Rotterdam a cuminsa opera na Februari 1959.

Sr. Miller a worde nombrá den e posicion nobo di senior technologist na September anja pasá. El a cuminsa traha na Lago na Januari 1939.

Sr. Collins

Sr. Collins ta un empleado di Lago desde Oct. 18, 1946, tempo cu el a cuminsa traha den TSD-Laboratories como chemist A. Na 1948 el a transferi pa Industrial Relations Department como training assistant. Sr. Collins a bolbe laboratorio na November 1951, y tres anja despues el a worde promovi pa group head B.

Sr. Beaujon tin un carera cu compania cu ta principia Jan. 5, 1929, tempo cu el a worde empleá door di Lago Petroleum Corporation na Maracaibo. Casi tur su servicio na Lago ta den Industrial Relations Department. El a cuminsa como store clerk na Februari 1931, pero pronto despues el a pasa pa Safety Division como assistant supervisor. For di Mei 1, 1935, te Juni 15, 1937, el tabata klerk den Engineering y Accounting Departments. Sr. Beaujon a regresa Industrial Relations Department ariba e ultimo fecha aki como assistant safety supervisor. Desde e tempo aki el a traha como senior employment assistant, assistant di personnel manager y personnel relations assistant.

M. E. Fisk Named Antilles Chemical Company Director Effective March 1

M. E. Fisk has been appointed vice-president, general manager and a director of the Antilles Chemical Company. Mr. Fisk will assume these duties of the newly created chemical concern March 1. At that time he will sever his association with Lago as superintendent of service and staff departments.



M. E. Fisk

Mr. Fisk will complete a Lago career that is four months shy of twenty years. In that time, he rose from a process engineer to a company director, the latter appointment made Oct. 1, 1961. Mr. Fisk's Lago employ began in the Technical Service Department. Nine years later he transferred to the Process Department, and was named superintendent of that department in September, 1959. All Mr. Fisk's service has been in Aruba with the exception of a six-month training assignment in the then Esso Export Corporation's sales and traffic department in New York.

M. Fisk Nombra Director Di Antilles Chemical Company Efectivo Maart 1

M. E. Fisk a worde nombrá vice presidente, gerente general y director di Antilles Chemical Company. Sr. Fisk lo ocupa e puesto den e compania quimico nobo Maart 1. Na e tempo aki lo el corta su asociacion cu Lago como superintendente di departamentonan di staff y servicio.

Sr. Fisk lo completa un carera cu Lago cu falta cuatro luna pa yega binti anja. Den e tempo el a subi for di process engineer pa un director di compania, cual ultimo nombramento a worde haci Oct. 1, 1961. E empleo di Sr. Fisk cu Lago a cuminsa den Technical Service Department. Nuebe anja despues el a transferi pa Process Department, y a worde nombrá superintendente di e departamento aki na September 1959. Tur e servicio di Sr. Fisk tabata na Aruba cu excepcion di un encargo di entrenamiento di seis luna den departamento di ventas y trafico di Esso Export Corporation na New York.

Public Relations Films Seen by 8610 Children, Adults at 75 Showings

During 1961, a total of 8610 adults and children attended film showings presented by the Public Relations Department. There were seventy-five showings during the year including seven day-time showings at various island schools.

In addition to thirteen safety films, incorporated in the regular film program, the department presented films on such subjects as the atom, guided missiles, the American Indian, travel, outer space, science and nature.

Most Popular Film

Most popular of the non-safety films was "Highway Holiday" which was projected twenty-four times. "Roots of Happiness" and "Operation Hurricane" ranked next in popularity. "Motor Mania" scored as the most popular safety film. It was shown twenty-one times. Also repeated at ten showings was the ever-popular "Knowing's Not Enough."

Films were shown at thirty-three different civic, health and social organizations during the year. There were eight showings at the Church of God of Prophecy, seven at various Methodist organizations and five at the Lago Heights Club.

At the Lago Heights Club the Public Relations operator was projectionist for a series of safety-film talks as a trial run for this aspect of the 1962 off-the-job safety program.

Cambio di Trabao, Seis Promocion Anuncia den Process Department Feb. 1

Cu reorganizacion di Process Department Feb. 1, encargonan nobo a worde duná den nivelnan supervisorio mas halto, cuatro posicion a worde eliminá y promocion a worde anunciá pa seis den dos division di Process. Como parti di e encargonan nobo, K. E. Springer a worde asigná den e posicion nobo di assistant process superintendent for di su anterior posicion di western division superintendent, W. H. Norris a worde asigná pa e posicion di division superintendent di Cracking & Light Ends, T. M. Binnion a worde asigná na e posicion di division superintendent di Light Oils Finishing y L. F. Ballard a worde asigná pa e posicion di division superintendent di Receiving y Shipping.

Posicionnan eliminá den e reorganizacion tabata di western division superintendent, y assistant division superintendents den Cracking & Light Ends, Light Oils Finishing y Receiving & Shipping.

Hunto cu e cambionan, promocion pa puesto di assistant shift foreman

(Continua na pagina 8)



H. L. Leverock



M. C. Richardson



J. Smits



J. H. Engelen



J. C. Fraser



G. H. Niekoop

Seven Lago Employees Receive 25-Year Watches

Gold service watches were presented Feb. 7 to seven Lago employees who will have completed twenty-five years of service by the end of this month. With the one thousandth watch and watch number 1001 being awarded last month, 1008 watches have been awarded so far.

The seven honored at the February ceremonies were G. A. Bennett, Pipe; A. Werleman, Instrument, and L. E. Peterson, Instrument, all of the Mechanical Department; S. R. Coffie and A. C. A. Nicolaas, both of Marine-Floating Equipment Division; J. F. Kock, Process-Light Oils Finishing, and H. C. B. Bennett, General Services Stewards.



CRANE OPERATOR H. Croes of Mechanical-Transportation helped set a tour record of sorts when he arranged a refinery visit for himself and thirty-two members of his family. On the Jan. 24 tour, which included a stop at the Seroe Colorado Community Church, were Mr. Croes's wife, sons, daughters, aunts, cousins, grandchildren and sisters.

OPERADOR DI grua H. Croes di Mechanical-Transportation a yuda establece un record ora el a aregla un bishita na refinaria pa su mes y treinta y dos miembro di su familia. Incluí den e bishita Jan. 24 tabata un stop na Seroe Colorado Community Church tabata esposa di Sr. Croes, su yiunan, tanta, primo, nieto y ruman.

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Pain Knows No Strangers

Although Lago employees established an all-time company safety record last year, there can be no let-up this year on safety at Lago.

A winning athlete who is content to rest on past laurels cannot remain a champion for long. In safety, particularly, resting on one's laurels — complacency — could prove detrimental to safety goals that Lago employees have worked so hard for in the past.

Lago employees have every right to be proud of their 1961 safety record. With just three disabling injuries, the company established a record low frequency rate of 0.34. Compared to other years, this is a significant achievement. The reduction of disabling injuries, if by just one in a given period, is well worth working for.

But let's not lose sight of Lago's ultimate safety goal. This goal necessarily must be the elimination of all accidents, both serious and minor. As long as one injury occurs to an employee at work, there is still a safety job to do at Lago. It's a high, almost unattainable goal. But the higher the goal, the greater the rewards even though the ultimate goal may always be slightly out of reach.

Any injury, to a degree, is painful. Minor injuries may cause slight discomfort temporarily. Serious injuries may cause permanent discomfort. It is the latter type injury that has wide-spread repercussions. If an employee is disabled in an accident, he may face a long period of healing and recuperation before he can resume his duties. During this time there may be great pain. A handicap resulting from the injury may affect the worker's future earning ability. Much of this directly affects family members.

The employee isn't immune to disabling injuries after he punches out at the end of a shift. Far from it! Both he and his family are exposed daily to hazards in the home, on the playing fields and on the highway. Here is where the Lago employee can put his safety attitude and training to good use. He must impress his family that pain knows no strangers. Not only does an accident cause suffering, but an injury to a mother can cause hardships for little ones. If it is a disabling injury the effects can be far-reaching economically. If the injury disables her permanently, the effects can be disastrous.

It is not enough to talk safety, to warn those at play and in the home to be aware of safety hazards. To protect everyone, Lago employees at work or home and members of their families, we need safety action. Accidents just don't happen. A careless act, an attitude of unconcern or inattention can lead to sudden, tragic events. Wherever you are act safe, play safe and be safe.

Terreno di Seguridad

Maske empleadonan di Lago a establece e mehor record di seguridad den historia anja pasá, no por laga seguridad drumi e anja aki na Lago.

Un atleta triunfante cu ta contento pa sosega ariba fama di pasado no por keda campeon pa largo. Den seguridad, particularmente, sosegando ariba fama — complacencia — por resulta detrimental pa obhetonan di seguridad cu empleadonan di Lago a traha duro pa logra den pasado.

Empleadonan di Lago tin tur derecho di ta orguyoso di nan record di seguridad pa 1961. Cu unicamente tres desgracia incapacitante, compania a establece un frecuencia tan abao di 0.34. Compará cu otro añanan, esaki ta un prestacion significante. E reduccion di desgracianan incapacitante, ta un meta cu vale la pena traha pe.

Pero laga nos no perde for di vista e obheto cumbre di Lago den terreno di seguridad. E obheto aki necesariamente mester ta eliminacion di tur accidente, tanto esnan serio como esnan menor. Tan tempo cu ta socede un desgracia cu un empleado na trabao, ainda tin trabao pa haci den terreno di seguridad na Lago. E ta un meta halto, casi inalcanzable. Pero mas halto e meta, mas grand e premionan aunke e obheto cumbre podiser ta keda algo for di alcance.

Tur desgracia, na un grado, ta penoso. Desgracianan menor por causa inconveniencia temporario. Accidentenan serio por causa inconveniencia extenso. Si un empleado worde incapacitá den un accidente, podiser el mester pasa door di un periodo largo di curamento y recuperacion promer cu el por cuminsa traha. Durante e tempo aki el ta sufrí hopi dolor. Un incapacitacion resultando for di e desgracia por afecta ganamento di e trahador den futuro. Esaki ta afecta directamente miembronan di familia.

E empleado no ta liber di desgracia incapacitante ora el sali for di trabao. Leuw di tal! Tanto el y su familia ta exponi diariamente na peligran na cas, ariba terreno di hunga y ariba camina. Aki e empleado por pone su actitud y entrenamento di seguridad na bon uso. No solamente un accidente ta causa sufrimento, pero un desgracia na un mama por causa pesadez pa e chikitonan. Si e ta un desgracia incapacitante, e efectonan por ta serio economicamente tambe. Si su desgracia ta trece incapacitacion permanente, e efectonan por ta desastroso.

No ta bastante pa papia seguridad, pa spierta esnan cu ta participa den recreo y na cas di e peligran cu ta existi. Pa protega tur hende, empleadonan di Lago na trabao of na cas y miembronan di nan familia, nos mester accion di seguridad. Accidente no ta socede di nan mes. Un acto di descuido, un actitud di sin percuracion of inatencion por causa eventonan inesperá y tragico. Unda cu bo ta, trata cu seguridad.

Evert M. Robles

Evert M. Robles, 48, died Jan. 23 at his home in Savaneta. A controlman in Process-Acid and Edeleanu with over twenty-one years of company service, the deceased is survived by his three children.

Evert M. Robles, 48, a muri Jan. 23 na su cas na Savaneta. Un controlman den Process-Acid & Edeleanu, e defunto ta laga atras su tres yiu.

Inventory Will Close Commissary Feb. 28

The Lago Commissary will be closed all day Wednesday, Feb. 28, for inventory.

Inventario Lo Cerra Comisario Feb. 28

Lago Commissary lo ta cerra henter dia Dيازون, Feb. 28, pa inventario.

Seis Padvinder A Dirigi Lago Durante Celebracion Di Siman di Padvinder

Padvindernan di Seroe Colorado tabata involvi den varios actividad en celebracion di Siman di Padvinder cu a cuminsa Feb. 4 y ta termina awe, Feb. 10.

Un di e puntonan saliente di e siman tabata "Scouts Run Lago Day" durante cual seis padvinder prominente a asumi posicion honorario ehecutivo den compania. E seisnan cu a "dirigi" Lago Feb. 5 tabata Robert Holcolmb, Steven Opdyke y Peter Lewis, Kenneth Chapman, Bruce Massey y Barney Ellis.

Otro actividadnan di Siman di Padvinder tabata inclui servicionan special di religio Feb. 4 y un bishita na refinaria Feb. 10. Tabatin fihá pa haci e bishita diez-dos padvinder di lamar, ocho padvinder y cuarenta cub scouts. E ultimonan aki tabata bao encargo di siete lider femenina.

Sears A Organiza Gira; Viaje Special pa Aruba Includi den Catalog Nobo

E omnipresente Ford Modelo-T no por worde hayá mas den e catalog diki di Sears, Roebuck, pero viaje ariba credito facil pa Aruba y cualkier otro lugar ariba globo por worde encargá for di paginan di e catalog di 1962 pa promer parti di aña.

E giranan, operá door di American Express Company pa Sears, ta inclui un viaje for di Puerto Rico pa Aruba. E viaje di tres awochi y cuatro dia ta inclui viaje bai y bini cu aeroplano for di San Juan y su prijs ta tan barata como \$94 pa persona pafor di temporada. E anuncio ta bisa cu e pasajeronan lo worde acomodá den Aruba Caribbean Hotel y ta agrega: "Lo bo haya Aruba un excursion fascinante den un mundo cu ta mezcla e sabor intrigante di islanan tropical cu un toque di e berdadero hospitalidad Holandes."

E catalog ta presenta tambe gira interesante pa Seattle, Washington, y su Feria Mundial; ciudadnan grandi di Estados Unidos y un bishita na parti west; Hawaii y Mexico; Europa; Caribe; cruisenan Sur Americano; un bishita na Oriente y un viaje rond di mundo.

E catalog ta acentua cu cualkier di e Allstate Tours por worde cumprá ariba plazo special y facil — sin pone placa abao y binti-cuatro luna pa paga.

Butler, Miller, Collins Named in TSD Moves; IR Promotes Beaujon Feb. 1

Three moves in the Technical Service Department and a promotion in the Industrial Relations Department were announced early this month.

W. J. Butler, assistant chief chemical engineer in TSD, will become technical superintendent of the Rotterdam Refinery April 1 on a two-year loan assignment. Replacing Mr. Butler on a management development assignment will be H. C. Miller, who will be transferred from TSD-Laboratories Feb. 12. Promoted to group head A of the Experimental and Development Laboratory was J. T. Collins who replaces Mr. Miller. The promotion was effective Feb. 1.

Also effective Feb. 1 was the promotion of J. H. Beaujon to senior personnel assistant in the Industrial Relations Department. Mr. Butler, who joined TSD in April, 1945, as a student chemical engineer, has been assistant chief chemical engineer at Lago since June 15, 1958. He is going to a refinery that is nearly 100 per cent automated and has a throughput of about 95,000 barrels a day. The Rotterdam Refinery went on stream in February, 1959.

Mr. Miller was named to the newly-created position of senior technologist last September. He joined Lago in January, 1939. Mr. Collins has been a Lago employee since Oct. 18, 1946, when he joined TSD-Laboratories as a chemist A. In 1948 he transferred to the Industrial Relations Department as a training assistant. Mr. Collins returned to the laboratory in November, 1951, and three years later was promoted to group head B in the Experimental and Development Laboratory.

Mr. Beaujon has a company career that dates back to Jan. 5, 1929, when he was employed by the Lago Petroleum Engineering in Maracaibo. Nearly all of his Lago service has been with the Industrial Relations Department. He started as a store clerk in February, 1931, but soon after moved to the Safety Division as an assistant supervisor. From May 1, 1935, until June 15, 1937, he was a clerk in the Engineering and Accounting Departments. Mr. Beaujon returned to Industrial Relations on the latter date as an assistant safety supervisor. Since that time he has served as a senior employment assistant, assistant to the personnel manager and personnel relations assistant. He assumed the later position in February, 1955.

Mr. Fraser started with the company in August, 1937, as a process helper D. He moved from the pressure stills to Receiving and Shipping in November of that year. In eight promotions during his career he moved to process helper A to assistant operator and operator. In 1956, he was promoted to assistant shift foreman.

Mr. Niekoop started with Lago in August, 1938, as a laundry man. He moved to Receiving and Shipping in 1939 as an apprentice typist A and five promotions later was serving as an assistant operator. His promotion to operator came in September, 1955.

PROCESS DEPARTMENT

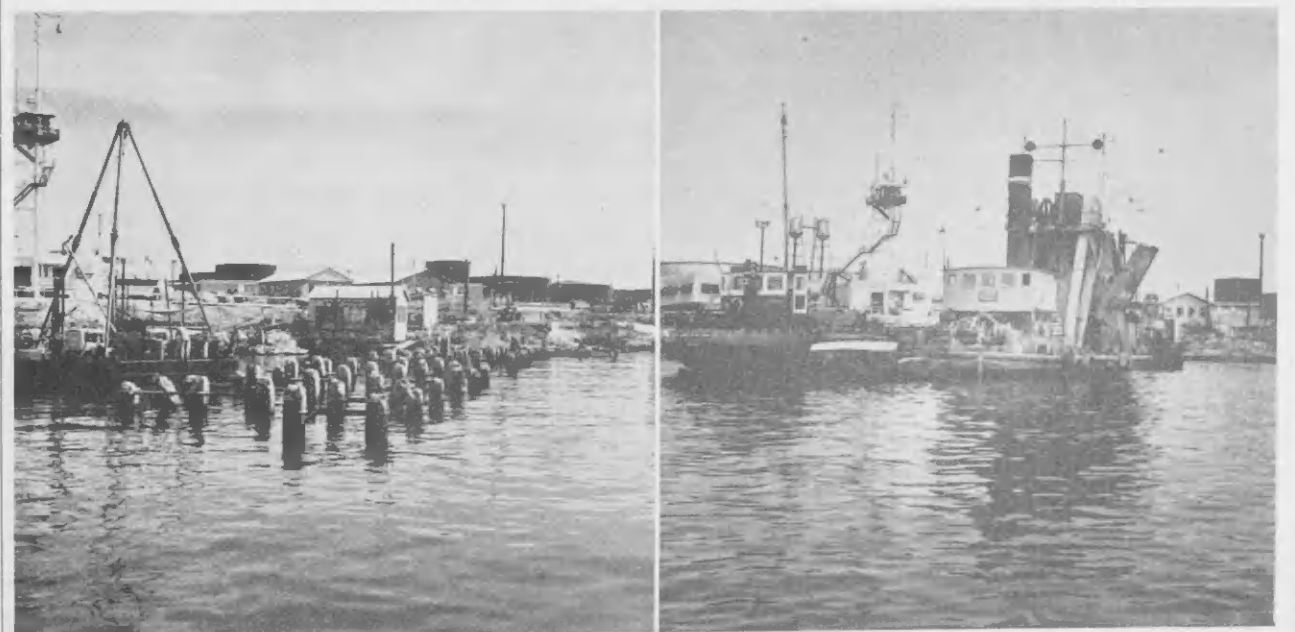
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foreman, Mr. Engelen, joined Lago in January, 1932, as a messenger boy in the Accounting Department. He served in several departments before moving to the pressure stills in 1939. In a series of promotions he rose from process helper D to assistant operator. In 1956 he was made an operator in Cracking and Light Ends.

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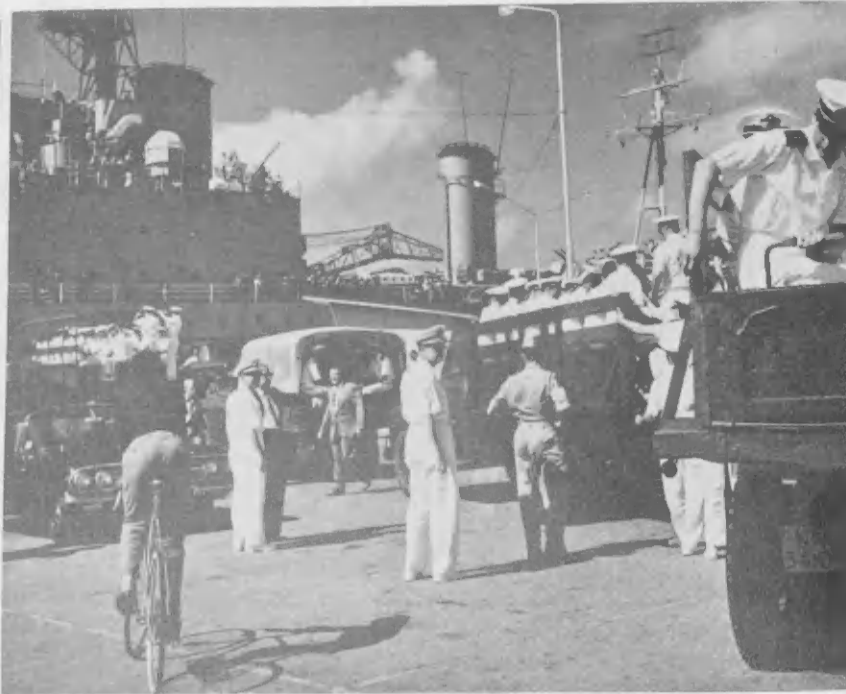
Harbor Reef Bolstered by Rubble from No. 4 Finger Pier



NOW YOU see pilings that supported No. 4 Finger Pier, upper left, and now you don't, upper right. After builders of the new No. 3 Finger Pier demolished No. 4, the rubble was dumped on the harbor reef, lower left. The dredge, above, is working where the pier once stood. The old pier had to make way for the new pier.

AWOR BO ta mira pilanan cu ta aguantá No. 4 Finger Pier, mas ariba robez, y awor bo no ta mira nan, mas ariba banda drechi. Despues cu constructornan di Finger Pier No. 3 nobo a desarma No. 4, e restonan a worde gedomp ariba rif dilanti haaf, mas abao na robez. E draga ta trahando unda e pier tabata.





BOARDING MARINE trucks for a visit to Lago are 200 cadets off three Peruvian warships that visited Aruba Jan. 20 and 21. Flagship of the force was the cruiser Coronel Bolognesi, right.

BORDANDO TRUCKNAN di mariniers pa un bishita na Lago ta 200 marineró di tres bapor di guerra Peruano cu a bishita Aruba Jan. 20 y 21. E bapor di bandera di e complemento tabata e crucero Coronel Bolognesi.



Three Peruvian Warships Call At Aruba

Tres bapor di guerra Peruano a mara na haaf di Oranjestad Jan. 20 pa tuma bunkers mientras nan ta maniobrando den Caribe. E bapornan, un crucero y dos destroyers, a worde encontrá door di e lancha di bunker di Lago cual mester a haci dos viaje pa Oranjestad cu combustible special. E oficialnan abordo di e bapornan di guerra a worde duná bonbini door di representantenan di Lago pa haci un paseo over di e isla cu trucknan di mariniers y busnan gehuur. E 200 hombernan a worde hibá Esso Club pa tuma refresco despues di e paseo. Na e club nan a worde encontrá pa vice presidente F. C. Donovan; M. E. Fisk, superintendente di departamentonan di staff y servicio y otro representantenan di Lago.



Three Peruvian warships called at Oranjestad Harbor Jan. 20 to pick up bunkers while on maneuvers in the Caribbean. The ships, one cruiser and two destroyers, were met by Lago's bunkering barge which had to make two trips to Oranjestad with navy special fuel. The cadets aboard the warships were met by Lago representatives for a riding tour of the refinery aboard Marine trucks and chartered busses. The 200 men were taken to the Esso club for refreshments after the tour. At the club they were joined by Vice President F. C. Donovan; M. E. Fisk, superintendent of Service and Staff Departments; Public Relations Manager E. Byington, and other Lago representatives.



THE SHIPS stopped at Aruba for bunkers while on Caribbean maneuvers. Lago Barge No. 1 delivers bunkers to the destroyer Almirante Villar. The Peruvian colors fly, below, from the aft end of the Almirante Guise. E BAPORNAN a pasa Aruba pa bunker mientras na maniobra den Caribe. Lago Barge No. 1 ta entrega bunkers na e destroyer Almirante Villar.



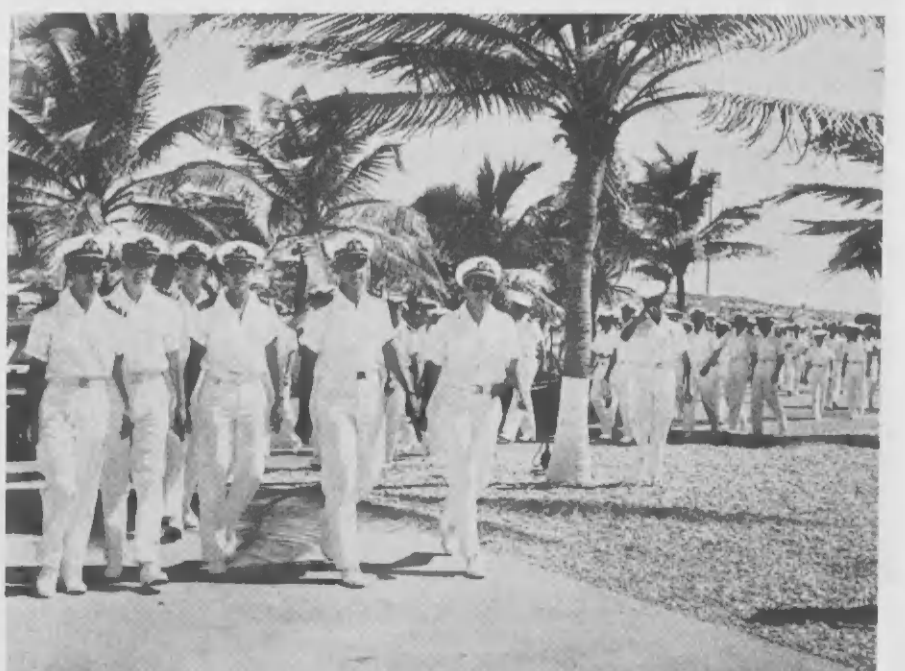
APPETITES WERE placated with tray upon tray of sautés, above. Thirsts were quenched with beer and soft drinks. At left is the business end of the cruiser. APETITONAN A worde plakiá cu schaaltsji tras schaaltsji di saté, ariba. Sed a worde apagá cu cerbez y refresco. Banda robez ta e cayonnan di e crucero.



VICE PRESIDENT F. C. Donovan chats with an officer, left, at the Esso Club. In sun glasses, extreme left, is Lt. Cmdr. I. Otarola Salcedo, who was in charge of the fleet's cadets.

VICE PRESIDENTE F. C. Donovan ta combersa cu un oficial, banda robez, na Esso Club. Cu bril di solo, extremo robez, ta Lt. Cmdr. I. Otarola Salcedo, kende ta encargá cu e marineronan di e flota.

CADETS IN sparkling white uniforms, right, march into the Esso Club after having been driven through the refinery in Marine trucks and chartered busses. Several officers accompanied the men. MARINERONAN DEN uniform blanco, banda drechi, ta drenta Esso Club despues di corre door di refineria den truck di mariniers y bus gehuur. Varios oficial tabata acompaña e hombernan.



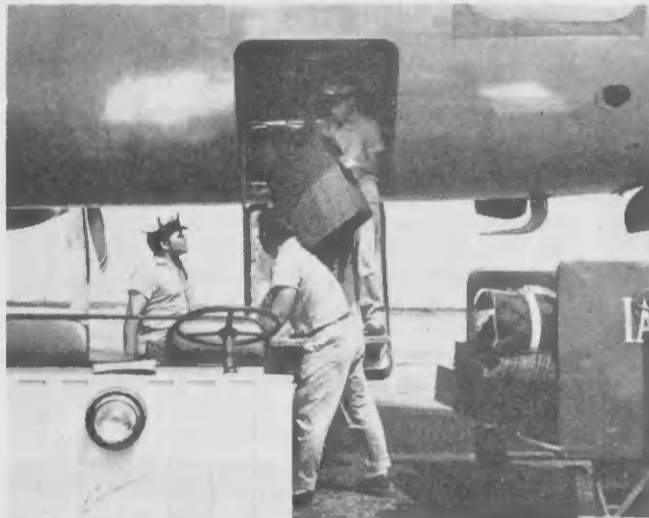


ON FINAL approach to the runway, a Trans Caribbean Airways DC-6B crosses the Oranjestad-San Nicolas highway and prepares to land at Princess Beatrix Airport.

ARIBA SU acercamiento final pa e pista di aterizaje, un DC-6B di Trans Caribbean Airways ta cruza e camina grandi di Oranjestad pa San Nicolas y ta prepara pa baha.



PASSENGERS ARE directed to the immigration-customs waiting room, bottom photo. Eddie Croes, top photo, chats with a TCA hostess.
PASAGERONAN TA worde dirigi pa e sala di warda di douane y imigracion, foto abao. Eddie Croes, foto ariba, den conversacion cu un stewardess di TCA.



AFTER LUGGAGE is unloaded, top photo, passengers submit their bags, below, for customs inspection. DESPUES CU valiesnan worde baha, foto ariba, pasageronan ta laga nan efectonan personal worde inspecta, abao, door di douane.



THE TERMINAL building at Princess Beatrix Airport was completed in March, 1950. Called Dakota Airport then, it was dedicated during the visit of HRM Queen Juliana in 1955.



FROM A hydrant, G. T. Walle, Esso aircraft refueler, prepares to gas up a giant airliner.
FOR DI un hydrant, G. T. Walle, Esso aircraft refueler, ta prepara pa entrega combustible na un avion.



SHORTLY AFTER arriving, two visitors clear their papers with government immigration officials.
POCO DESPUES di yegada, dos pasagero ta muestra nan papelnan na oficialnan di imigracion.



ONE OF the four air traffic control operators at Princess Beatrix Airport is S. Mars. Chief of the section is A. A. T. van Herwaarden.
UN DI e cuatro dirigidornan di trafico aereo na vliegveld Prinses Beatrix ta S. Mars. Hefe di e seccion aki ta A. A. T. van Herwaarden.



THE GOVERNMENT official, left, who is...
E VLIEGVELD...
robez, kende...



OFFICES OF three major airlines — KLM, Delta and Trans Caribbean — flank this spacious lobby. Of the ten offices, five were built recently next to the courtyard to meet expanded operations needs.

OFICINANAN DI e tres companianan aereo grandi — KLM, Delta y Trans Caribbean — ta keda na cada banda di e lobby hancho. Di e diez oficianan, cinco a worde trahá recientemente na banda pa nord.

advento di transportacion aereo moderno, Aruba ta mes tanto ro di mundo cu cualkier otro terminal metropolitano. Viajero- aereo for di cualkier punto di globo cu facilidadnan pa avia- por bula cu poco dificultad of tardanza pa Aruba. Residente- di e isla tin e mes ventanan. Haciendo conexon cu avion- jet, viajeronan por ta den cualkier capital Europeo grandi l menos cu un dia of por bula pa e puntonan mas distante na do.

n facilidadnan moderno, al menudo, Aruba lo ta incapaz pa a completo ventaha di velocidad di viaje y comodidad ofreci e gigantesco DC-6 y DC-7 di awendia. Pero e facilidadnan tal di Aruba — mas u adecuado pa cualkier avion cu motor piston awor na uso — medeu duna lugar eventualmente na a di jet. E pista di asphalt 6445 pia largo na Vliegveld Prinses trix no ta ni bastante largo ni bastante fuerte pa acomoda e an grandi. Den futuro muy cercano gobierno insular lo cuminza proyecto di 17.5 milion florin pa moderniza e aeropuerto asina por competi den epoca di jet.

u excepcion di viaje pa medio di jet, facilidadnan di transpor- on aerea na Aruba ta entre e mehor den Caribe y ta compar- cu hopi di e centronan aereo metropolitano.

liegveld Prinses Beatrix, cual a haya su vestido nobo na 1950 po cu e edificio terminal nobo a worde dedica y renobacionnan (Continua na pagina 7)



PASSENGERS MUST first have personal effects weighed before baggage can be loaded, above. At left is the public waiting area and bar.

PASAGERONAN MESTER laga pisa nan efectonan personal promer cu valiesnan por worde hibá abordo, ariba. Banda robez ta e lugar di warda pa publico y bar.



OFICIO terminal na Vliegveld Prinses Beatrix a completá na Maart 1950. E tempo e tabata yama eld Dakota, pero el a worde dedica y ta bina e bishita di Su Mahestad Reina Juliana na 1955.



erated air facility is managed by C. Heemskerk, seated second from elta representatives and a friend. Mr. Heemskerk came to Aruba from d in 1949 to take over the airport manager's position. or di gobierno ta bao encargo di C. Heemskerk, sintá di dos for di di representantenan di Delta y di un amigo. Sr. Heemskerk a bini ti Holanda na 1949 pa tuma e posicion di luchthavenmeester.



THERE ARE always friends and well-wishers to bid good-byes or greet arriving passengers. The Delta flight, above, is bound for New Orleans. From the airport, connections can be made to any global air terminal.

SEMPER TIN amigo y conocirnan presente pa contra of barca pasageronan. E vuelo di Delta, ariba, ta bai pa New Orleans. Di vliegfeld conexon por worde haci cu casi cualkier terminal ariba globo.



MIDSHIPMEN RELAX on board the "Bay State," above, the Massachusetts Maritime Academy training ship that visited Aruba. MARINERONAN TA sosega a bordo di "Bay State," ariba, e bapor di entrenamiento di Massachusetts Maritime Academy.

'Bay State' Brings 190 Midshipmen To Aruba

A welcome respite from their seven-days-a-week studies came for 190 midshipmen enrolled in the Massachusetts Maritime Academy when their training ship, "Bay State," made its annual cruise recently to Aruba.

Also on board the former World War II troop transport were the twenty-one officers who help school the midshipmen. Included in the officers' complement were Rear Admiral J. W. Thompson, academy superintendent, and Capt. R. T. Rounds, "Bay State" commander.

The vessel docked at Oranjestad Harbor the morning of Jan. 25. Ahead for midshipmen, and officers, lay four days of fun in Aruba's sun. It wasn't all play and no work, though, as shore leave was alternated with ship-board duties.

Following protocol, "Bay State" officers and the admiral exchanged calls with the Savaneta Marine commander and Lt. Gov. F. J. C. Beaujon. During their stay, officers and midshipmen were given open invitations to

use facilities of hotels, bathing clubs, social clubs and military and seamen's homes.

Saturday and Sunday were special days. On Saturday, 100 midshipmen were taken on an island tour that ended at the Marine's weekend home at Eagle Beach. Lago was host Sunday to ninety-one midshipmen and several ship's officers with a riding tour through the refinery and a picnic at the Seroe Colorado picnic grounds. In addition to box lunches and beer, taped dance music was provided which prompted agile sailors to demonstrate several different versions of the "twist."

Last year, midshipmen enrolled in the academy, located at Buzzards Bay, Massachusetts, went to Lima, Peru, on the annual cruise. A Mediterranean cruise is planned next year.

Midshipmen earn a bachelor of science degree in marine engineering in just three years. This is possible

(Continued on page 7)

'Bay State' A Bishita Aruba Jan. 25; A Trece 190 Marinero

Un interupcion agradable for di nan estudionan di siete dia pa siman a bini pa 190 marinero cu ta atende Massachusetts Maritime Academy ora nan bapor di entrenamiento, "Bay State," a haci su cruise anual recientemente y a pasa Aruba.

Tambe a bordo di e anterior bapor di transporte di trupanen den Guerra Mundial II tabata e 21 oficialnan cu ta yuda entrena e marineronan. Inclui den complemento di e oficialnan tabata Vicealmirante J. W. Thompson, superintendente di e academia, y Capt. R. T. Rounds, comandante di "Bay State."

E bapor a hancra na haaf di Oranjestad Jan. 25 mainta. Dilanti di e marineronan y oficialnan tabatin cuatro dia di recreo den solo di Aruba. No tabata solamente recreo, sinembargo, pasobra trabaonan a bordo mester a sigui.

Siguiendo protocol, oficialnan di "Bay State" y e almirante a intercambia bishita cerca e comandante di Mariniers Kamp Savaneta y Gezagebber F. J. C. Beaujon. Durante nan bishita, oficial y marineronan a worde extendi invitacion abierto pa usa facilidadnan di hotel, clubnan y casnan militar y pa nabegantenan.

Diasabra y Diadomingo tabata dianan special. Ariba Diasabra, 100 marinero a haci un paseo over di e isla cu a termina na e casita di weekend di mariniers na Eagle Beach. Lago tabata huesped di nobenta y un marinero y varios oficial cu un bishita door di refinaria y un picnic na picnic grounds di Seroe Colorado. Ademas di comida di paki y cerbez, musica grabá a impulsa varios nabegante ágil pa demonstra varios version di "twist."

(Continua na pagina 7)



A LAGO picnic Jan. 28 gave the midshipmen a chance to relax, top, and to make new acquaintances, bottom.

UN PICNIC organizá door di Lago Jan. 28 a duna e marineronan un oportunidad pa recreo.



THERE WERE letters to be written to those back home, top, and opportunities, center, to fall out for island tours. Shipboard duties, bottom, were carried on, however, during the stay. TABATIN CARTA pa worde scirbi pa esnan na cas, ariba, y oportunidad, mei-mei, pa haci paseo over di e isla. Debernan di abordo, abao, sinembargo, mester a sigui durante e bishita.



DANCING TO taped music at the picnic grounds in Seroe Colorado was one of the picnic's highlights. Being young men with healthy appetites, the midshipmen make quick work of box lunches, second photo, then returned to gaiety, third photo, on the dance floor. Various stateside versions of the "twist" were also demonstrated, right photo. Nearly 100 midshipmen attended the Lago-sponsored picnic.

BAILANDO Ariba musica grabá na picnic grounds na Seroe Colorado tabata un di e puntonan saliente di e picnic. Siendo hobennan cu apetito saludable, e marineronan a haci trabao rapido cu e comidanen di paki, segunda foto, y despues a bolbe pa nan recreo, tercer foto, ariba vloor di baile. Varios version di "twist" a worde demostrá, foto banda drechi. Casi 100 marinero a atende e picnic organizá door di Lago.

W. C. Teagle, Former Board Chairman Of Jersey Standard Dies Jan. 9 at 83

Walter C. Teagle, 83, former president and board chairman of Standard Oil Company (New Jersey) died at his Byram, Connecticut, home Jan. 9 after a long illness.

Although Mr. Teagle retired in 1942 after a thirty-nine-year career with Jersey Standard, he continued to maintain an office at company headquarters in New York City to handle the affairs of the Teagle Foundation which he established to finance college educations for children of employees of Jersey Standard and its affiliates and employees themselves as well as other philanthropic activities.

Born into the third generation of an oil family during the vigorous expansion of Jersey Standard, Mr. Teagle entered the family oil business shortly after his graduation from Cornell University, where he received his mechanical engineering degree. In his fast rising career he took over the leadership of Jersey Standard at thirty-nine after having been a director and vice president with that company.

During his impressive career he put into force such liberal and enlightened labor policies as employee representation and the eight-hour day in 1925. These were introduced at a time when welfare and pension funds were almost unknown.

He was also known in Jersey Standard for his development of the export field, his acquisition of foreign sources of oil and his building up of the company's tanker fleet. For nine years he served as a governor of the Federal Reserve Bank.

Native Of Ohio

Cleveland, Ohio, was Mr. Teagle's birthplace. His father, John, had a grain and oil business. His mother, the former Amelia Belle Clark, was the daughter of John D. Rockefeller's first partner in grain and oil. The brilliant youth was asked to stay at Cornell and work on his doctorate but a brief, and to the point, telegram from his father ended those plans. The message said simply, "Come home at once." Young Teagle rushed home to his father's office thinking the telegram referred to his mother's delicate health.

He was directed by his father to open a closet in the office. In it hung a new suit of overalls. "There's your work clothes," his father said grimly. "You go to work firing a still at nineteen cents an hour."

Soon, though, the young engineer was in the chemical department of the family firm of Scofield, Schurmer and Teagle. When it was sold to Republic Oil he went with that firm as a vice president.

He soon moved to New York as a result of Republic's connections with Jersey Standard and when he saw his sphere much limited through the dissolution decree against Jersey Standard he joined Imperial Oil of Canada. By opening up the Peruvian oil field for Imperial, Mr. Teagle in-

creased company production from four million to twenty million barrels a year. In 1917 he was back with Jersey Standard.

During the great depression he put into effect a thirty-six-hour work week in an effort to share work among Jersey Standard employees. Later he served on the federal board that helped in the passage of the National Recovery Act.

Throughout his career he insisted on the importance of research in the petroleum field. In this light, he helped form the Ethyl Gasoline Corporation with Alfred P. Sloane of General Motors Corporation and the du Pont interests. In 1937, Mr. Teagle moved from Jersey Standard president to board chairman but, according to the company's custom, remained an active officer.

J. V. Friel, Lago's industrial relations manager, served Mr. Teagle as travelling secretary from 1933 to 1939. Brereton Teagle, retired Lago public relations manager, was a distant relative.

SERVICE AWARDS

20-Year Buttons

Obdulio Wouters	Lago Police
Leon Kock	TSD-Lab. No. 1
Lino P. Lacle	C&LE
Marcelo Maduro	Utilities
Hadwig J. deRobles	C&LE
Querubin Wolter	C&LE
Hendrik Oduber	C&LE
Francisco Maduro	Mech-Transportation
Johannes Henriquez	Mech.-Yard
Carlo Maduro	Mech.-Pipe
Mario B. Bomba	Mech.-Welding
Pedro Trimon	Mech.-Instrument
Harry I. A. Nahar	Proc.-LOF
Alexander M. Kersout	Proc.-LOF
Cleto Oduber	Proc.-C&LE
Alarico F. Everts	Proc.-C&LE
Herman F. Bahlingen	Proc.-Rec. & Ship.
Ignacio F. Koolman	Proc.-Rec. & Ship.
Pedro C. E. Domacasse	Marine-Floating Equip.
Robert Khan	TSD-Process
Julio C. Vrolijk	Boiler
Abelino Thiel	Garage
Miss Lillian D. Every	Mech. Admin.
Joseph Navas	Paint
Richard H. Murray	Storehouse
Johannes G. Ridderstap	Instrument
Joseph Danje	Scaffolders
Leonardo Boezem	Marine-Floating Equip.
Juancito Croes	C&LE
Henry W. Donner	LOF

F.L. Groeneveldt Retires Feb. 1; A. van Woerekom To Retire Subsequently

Retirement started Feb. 1 for Ferdinand L. Groeneveldt, machinist B in Mechanical-Machinist. The same date was the last day of work for Abraham van Woerekom, second lieutenant in the Lago Police Department, who has left Lago for retirement in the near future.

Mr. Groeneveldt's Lago service dates back to Aug. 18, 1939. He started as a Process-Utilities laborer, but transferred to Mechanical-Machinist in August, 1943, as a machinist helper A. That same month he was promoted to machinist C and in June, 1947, he became a machinist B. Originally from St. Martin, he has retired to his home in Aruba.



A. van Woerekom

Mr. Van Woerekom joined Lago Nov. 2, 1942, as an assistant chief watchman in the Lago Police Department where he remained throughout his entire career. He became a police sergeant July 1, 1943, and was promoted to second lieutenant Aug. 15, 1948. He plans to retire to his home in the Netherlands.

BAY STATE

(Continued di pagina 6)

Anja pasá e marineronan cu ta studia na e academia, cual ta situá na Buzzards Bay, Massachusetts, a bishita Lima, Peru, ariba e cruise anual. Un cruise pa Mediterraneo ta planeá pa otro anja.

Marineronan ta gana un grado di bachelor of science den ingenieria marino den tres anja. Esaki ta posible pa medio di estudio henter anja, interumpi solamente pa e cruise, y les siete dia pa siman.

Admision pa e academia ta depende ariba habilidad di candidatonan pa pasa examen altamente competitivo. Durante nan tempo di estudio nan mester atene na reglanan stricto di klas, disciplina y obediencia cu ta caracteristico di academianan di Ehercito y Forza Naval Americano na West Point y Annapolis.

Massachusetts Maritime Academy ta un di e schoolnan di reputacion mas halto den su clase na Estados Unidos. Fundá na 1893 na Hyannisport, e school a translada pa Buzzards Bay pa obtene mehor acomodacion di maramento. E marineronan ta biba y atende school a bordo di bapor. Actualmente no tin edificio of terreno, pero tin apropiacionnan bao consideracion pa laga traha klas y dormitorio na terra.

E bapor di entrenamento a worde trahá na 1943 y originalmente tabata 440 pia largo.

BAY STATE

(Continued from page 6)

through year-long studies, broken only by the cruise, and classes held seven days a week.

Acceptance to the academy is conditional upon candidates passing highly competitive examinations. During their enrollment they must adhere to rigid class structure, discipline and obedience that marks the U. S. Army and Navy military academies at West Point and Annapolis.

The Massachusetts Maritime Academy is one of the most highly rated schools of its kind in the United States. Founded in 1893 in Hyannisport, the school was moved to Buzzards Bay to gain better mooring accommodations. The midshipmen live and attend classes on board ship. At present there are no buildings or grounds but appropriations are being considered to construct class rooms and dormitories ashore.

The training ship was built in 1943 and was originally 440 feet long. Forty feet of the stern have been removed. This housed landing craft and beaching gear, used in the vessel's wartime role, which are not needed for training.

Lush Aruba Foliage Ideal For 1963 Lago Calendar Pics

Because last year's heavier-than-normal rainfall was mostly concentrated in the last three months of the year, the cunucu is verdant, flowers are in fine blossom, tropical plants are lush with heavy leaves and trees are full and shapely.

This means that employees and annuitants interested in competing in the Public Relations Department's 1963 employee calendar picture contest should start shooting colored transparencies now while Aruba is at its beautiful best.

Although it is much too early to set contest rules, they will follow last year's basic requirements. Colored transparencies will be accepted from Lago employees and annuitants. Judges will select twelve Aruba scenes to fill out next year's calendar. For each colored transparency accepted, Fls. 100 will be paid. Contest rules and deadline date for entries will be announced later.

This announcement is to prompt photographers to start filling out their transparency files now so they'll have substantial scenes to choose from. The number of scenes any one photographer can submit is unlimited. Color film used can be any size.

Vliegveld Prinses Beatrix

(Continua di pagina 5)

haci na e pista, a mira 3594 avion baha ariba su unico pista di p'ariba p'abao anja pasá, un promedio di casi diez pa dia. E avionnan aki, variando for di DC-7's cu ta carga mas di 100 pasagero pa aeroplano militar Holandes y avion privá di un motor, a trece un total di 40,294 pasagero. Esaki ta un contraste grandi cu 1935, e anja cu KLM a cuminsa su vuelonan entre Aruba y Curaçao, tempo cu e Fokker tri-motornan, e tempo considerá moderno, a carga 2695 pasagero den 471 vuelo.

Saludando e viajeronan aereo awendia ta un moderno terminal cual ta ofrece un multitud di servicio. Ora pasageronan ta pasa door di douane y immigracion of ta tumando tempo pa cuminda of refresco, hendenan di Esso ta presente pa furni e aeroplano cu gasoline.

Paden di e edificio terminal tin un cómodo sala di warda di douane y immigracion, restaurant, bar y lounge, diez oficina aerea, kamber emergencia pa dokter, oficinanan di administracion, lugar di traha, lugar di warda carga, kamber di sosega, lugar di radio y stacion emergente pa coriente. Ariba e edificio terminal di concreto tin e verkeerstoren unda movementonan di avion ta worde controlá pa un verkeersleider.

Binti-Tres Empleado

Vliegveld Prinses Beatrix, bao gerencia di C. Heemskerck, tin un complemento di binti-tres empleado di gobierno involvi den administracion, mantencion y trabao di control aereo. Sr. Heemskerck tin e responsabilidad pa mantene e aeropuerto pa seguridad di avionnan, percura pa e terminal ta satisfice requerimentonan di e publico y e linjanan aereo, y supervisa operacionnan di control di aeroplano. Ademas, gerente di e aeropuerto ta comparti responsabilidad pa e departamento di candela di vliegveld cu poliz di gobierno. Sr. Heemskerck, kende tin experiencia den control aereo y instruccion aeronautico na terra for di tempo di Guerra Mundial II, a bini Aruba for di Holanda na 1949 pa maneja e facilidatnan aerea di Aruba.

Pasobra e aeropuerto ta un institucion publico, servicio ta planeá asina pa satisfice necesidatnan di

tur bishitantenan incluyendo operadornan di avion y pasageronan. Durante periodonan ocupá, tin ora como 400 pasagero y varios cientos mas di amigo y conocinan ta acudi na aeropuerto. Mientras empleadonan di e companianan aereo ta trata cu pasageronan, otronan ta percura pa efectonan personal y carga worde hibá na e lugar correcto.

E edificio terminal moderno y airoso ta forma un diferencia grandi for di e edificio chikito di piedra y tabla cu tabata sirbi como terminal desde su fecha di construccion na 1942. Esaki tabata e anja cu gobierno a traha e pista 5100 pia largo pa U.S. Army Air Corps. Esaki a worde extendi cu 787 pia na 1950. Cuatro anja despues, e pista a worde completamente drechá y un capa nobo poní te na su actual largura.

Edificio Terminal

Maske plannan pa e edificio terminal nobo, cual lo worde erigi na otro banda di e pista, ta den estado basico, e facilidad nobo di jet lo tin dos "finger piers" pa pasagero, cual ta extende tras di lugarnan di embarcacion for di e edificio mayor. E aeropuerto nobo lo tin un pista henteramente nobo over di esun existente cu su casi 3000 pia extra extendiendo den lagoen. E camina di Oranjestad pa San Nicolas lo corre pa nord di e vliegveld y luz special pa guia acercamento di e aeroplanon na worde instalá. Plannan a largo termino ta haci provision tambe pa radar y otro metodonan di control aereo pa controla jets cu ta bula na velocidatnan di 600 milla pa ora. Ora e pista ta cla, trabao lo cuminsa ariba e edificio terminal. Lo tin mester pa e jetnan mashiennan di bari e pista pa tene e pista y lugar di taxi liber for di sushedad, hydrant special pa duna combustibile na jet plus starters electrico of di aire pa jet.

Na vliegveld Prinses Beatrix awendia e flota aerea grandi ta worde furni combustibile door di operacionnan controlá door di Esso Marketing. Tur luna, trucknan cu tanki di Esso ta entrega casi 100,000 galon di gasoline pa avion na tankinan di almacenaje na e terminal di Esso na e aeropuerto.

1962 OFF-THE-JOB SAFETY PROGRAM Inter-Departmental Competition Participants

Competing Departments	Injury Experience			
	1961		1962	
	No. Inj.	Freq. Rate	No. Inj.	Freq. Rate
ACCOUNTING	5	7.90	3	58.12
EXECUTIVE OFFICE	0	0	0	-
GENERAL SERVICES	25	20.66	1	10.84
INDUSTRIAL RELATIONS	0	0	0	-
LAGO POLICE	5	12.46	0	-
MARINE	3	7.21	0	-
MECHANICAL	120	19.66	13	26.70
MEDICAL	7	9.54	2	31.35
PROCESS	59	17.48	8	29.13
PUBLIC RELATIONS	0	0	0	-
TECHNICAL SERVICE	13	9.75	0	-
ENTIRE COMPANY	237	16.21	27	23.08



AS MECHANICAL-Yard General Foreman W. L. Edge looks on, A. Peterson, foreman, presents P. Zarraga with a check from fellow employees shortly before the sandblasters retired. Mr. Zarraga, center, had thirty-two years of Lago service when he retired.

MIENTRAS GENERAL Foreman W. L. Edge di Mechanical Yard ta mirando, A. Peterson, foreman, ta presenta P. Zarraga un check for di companjeronan di trabao poco promer cu esaki a retira Dec. 1. Sr. Zarraga, centro, tabatin trinta y dos anja di servicio cu Lago tempo el a retira.

Groeneveldt A Retira y Van Woerekom cu Pension

Pension a cuminza Feb. 1 pa Fernand L. Groeneveldt, machinist B den Mechanical-Machinist. E mes fecha tabata e ultimo dia di trabao pa Abraham van Woerekom, segunda luitenant den Lago Police Department, kende a laga Lago pa pensiona den futuro.

E servicio di Sr. Groeneveldt na Lago ta cuminza Aug. 18, 1939. El a cuminza como laborer den Process-Utilities, pero a transferi na Mechanical-Machinist na Augustus 1943, como machinist helper A. E mes luna el a wordé promoví pa machinist C y na Juni 1947, el a bira machinist B. Originalmente for di St. Maarten, el a retira pa su cas na Aruba.

Sr. van Woerekom, a cuminza traha na Lago Nov. 2, 1942, como assistant chief watchman den Lago Police Department unda el a keda durante henter su carera. El a bira sergeant Juli 1, 1943, y a wordé promoví pa segunda luitenant Aug. 15, 1948. El tin intencion di bai biba na su cas na Holanda.

Scouts Run Lago Feb. 5 As Scout Week Activity

Seroe Colorado Boy Scouts, Sea Scouts and Cub Scouts have been engaged in several activities in observance of Scout Week which started Feb. 4 and ends today, Feb. 10.

One of the week's highlights was the "Scouts Run Lago Day" during which six honor Sea Scouts and Boy Scouts assumed honorary executive positions in the company. The six who "ran" Lago Feb. 5 were Robert Holcolmb, Steven Opdyke and Peter Lewis, all honor Sea Scouts, and Kenneth Chapman, Bruce Massey and Barney Ellis, all honor Boy Scouts.

Other Scout week activities included special religious services Feb. 4 and a refinery tour Feb. 10. Scheduled to take the annual tour were twelve Sea Scouts, eighteen Boy Scouts and forty Cub Scouts. The latter were charges of seven den mothers.

SEIS PROMOCION

(Continua di pagina 1)

a bai pa H. L. Leverock, M. C. Richardson, J. Smits y J. H. Engelen. J. C. Fraser a wordé promoví pa shift foreman y G. H. Niekooop a wordé promoví pa assistant foreman den Receiving & Shipping.

Sr. Leverock tin binti-cinco anja di servicio na Lago. Den ocho promocion el a move for di fireman pa operator A y, na 1953, pa operator Sr. Richardson, kende a cuminza traha cu Lago na Mei 1939, a cuminza den electrical, a pasa pa pressure stills na 1940 y a transferi pa Process-Cracking & Light Ends na 1946. El tambe a mira ocho promocion, incluyendo nombramento como fireman, assistant operator y, na 1953, operator. E carera di Sr. Smits na Lago a cuminza na Januari 1939 den pressure stills unda el tabata process helper y houseman. El a transferi pa Process-Cracking & Light Ends na 1942 como operator helper A y ultimamente a wordé promoví pa operator na 1951. Di cuatro assistant shift foreman nobo, Sr. Engelen, a cuminza traha na Lago na Januari 1932, como messenger boy den Accounting Department. El a traha den varios departamento promer cu el a pasa pa pressure stills na 1939. Den un serie di promocion el a subi for di process helper D pa assistant operator. Na 1956 el a bira operator den Cracking & Light Ends.

Sr. Fraser a cuminza cu compania na Augustus 1937 como process helper D. El a move for di pressure stills pa Receiving & Shipping na November di e anja aki. Den ocho promocion durante su carera el a pasa pa process helper A, pa assistant operator y operator. Na 1956 el a wordé promoví pa assistant shift foreman.

Sr. Niekooop a cuminza cu Lago na Augustus 1938 como laundryman. El a tralada pa Receiving & Shipping na 1939 como apprentice typist A y cinco promocion despues el a bira assistant operator. Su promocion pa operator a bini na September 1955.



EXHIBITING A giant lemon and a king-sized egg are A. C. A. Nicolaas, above, and M. de Cuba, right.

EXHIBIENDO UN lamoenchi gigantesco y un webo di tamanjo abnormal ta A. C. A. Nicolaas y M. de Cuba.



Big Lemon, Monstrous Egg Are Oddities; Little Red Hen's First May Be Last

Lemons and eggs may not have much in common but two specimens recently exhibited at the Aruba Esso News offices had an unusual similarity.

The lemon and egg were both the size of a man's fist. The lemon — which looked like a kissin' cousin to a small pumpkin — was brought in by A.C.A. Nicolaas of Marine-Floating Equipment Division. The egg was laid by a little red hen belonging to the father of M. de Cuba of Accounting-Duplicating and Printing Services.

Mr. Nicolaas's lemon was about a foot in circumference while the egg measured seven and one-half inches around and was slightly over three inches long.

Perky Pullet

The unusual size of the lemon was attributed to Aruba's "lengthy" rainy season. Aruba Esso News editors, however, couldn't see how a prolonged damp spell could cause Mr. De Cuba's perky pullet to produce such a monstrous omelet.

Particularly amusing to humans, but certainly not to the poor chicken, was that the giant egg was the little hen's first. From the size of it, it'll probably be her last. The consensus is that the hen, imported as a chick from the U. S., was probably a little Texas critter. Everyone knows that everything is bigger in Texas. The little red hen, allegedly quite pleased with her feat, is probably well on her way to becoming the social leader of her coop's pecking society.

Lamoenchi, Webo Stranjo Exhibi Door di Dos Empleado Recientemente

Lamoenchi y webo podiser no tin hopi aparecido di otro, pero dos muestra recientemente exhibi na oficina di Aruba Esso News tabatin un similaridad raro.

E lamoenchi y e webo tur dos tabata e tamaño di moketo di un tabata. E lamoenchi — cual tabata parce un primo ruman di un pampoenka chikito — a wordé treci door di A. C. A. Nicolaas di Marine-Floating Equipment Division. E webo a wordé poní pa un galinja chikito corrá perteneciendo na tata di M. de Cuba di Accounting-Duplicating & Printing Services.

E lamoenchi di Sr. Nicolaas tabatin mas di menos un pia rond, mientras e webo tabata midi siete y mitar duim rond di dje y tabata poco mas cu tres duim largo.

E tamanjo inusitado di e lamoenchi ta wordé atribuí na e temporada di yobida pisá na Aruba. Redactoran di Aruba Esso News, sin embargo, no por mira con e periodo di yobida aki por causa e poletchi bamente di Sr de. Cuba di pone un omelet monstruoso asina.

Particularmente amusante pa hendenan, pero no pa e pover galinja, ta cu e webo gigantesco aki tabata su promer. Huzgá for di su tamanjo, probablemente lo ta su ultimo tambe. E concensus ta cu e galinja, importá como poeito for di Estados Unidos, probablemente for di Texas. Tur hende sabi cu na Texas tur cos ta mas grandí. E galinja corrá chikito, aparentemente masha contento di su prestacion, posiblemente ta na camina pa bira lider social den su haula.

Mientras Yerba Ta Berde Saca Portret pa Calendar

Como cu e yobida tan pisá di anja pasá tabata concentrá mayor parti den e ultimo tres luna di anja, cunucu ta berde, matanan ta florida, y tur ta yen di mas y foyo bunita.

Esaki ta nifica cu empleadonan y pensionistanan cu ta interesá pa competi den e concurso pa portret pa e calendar di Lago pa 1963 mester cuminza na nan portret di color awor cu Aruba ta den su periodo di mas buniteza.

Maske ta mucho tempran pa pone reglanan di concurso, en general nan lo ta mescos cu anja pasá. Transparencia di color lo wordé aceptá for di empleadonan di Lago y pensionistanan. Un jurado lo selecta diez-dos escena di Aruba pa e calendar di Lago pa otro anja. Pa cada portret di color aceptá, Fls. 100 lo wordé pagá. Reglanan di e concurso y fecha final pa entradanan lo wordé anunciá mas despues.

E anuncio aki ta pa anima fotografonan pa cuminza yena nan coleccion di portret awor cu nan tin hopi material pa escoge. E cantidad di escena cu cualkier fotografo por manda aden no ta limitá. Film di color di cualkier tamanjo por wordé usá.

Princess Beatrix Airport

(Continued from page 4)

runway last year — an average of nearly ten a day. These aircraft, ranging from 100-plus passenger DC-7's to Dutch military planes and single-engined sports planes, brought in a total of 40,294 pasangers. This is quite a contrast with 1935, the year KLM began its Aruba-Curaçao flights, when the then-modern Fokker tri-motors carried 2695 pasangers in 471 flights.

KLM's "Snip," a Fokker tri-motor, ushered in the scheduled flying age in Aruba in January, 1935.

Greeting today's air visitor is a modern terminal complex which offers travelers myriad services. While pasangers are either clearing immigration and customs or are taking intransit time for food and refreshment, Esso aircraft refuelers are available to gas up the aircraft.

Inside the terminal building are a comfortable customs-immigration waiting room, restaurant, bar and lounge, ten airlines offices, emergency hospital and physician's room, administration offices, workshop, freight storage rooms, rest rooms, radio room and emergency power station. On top of the masonry terminal building is the air traffic control tower where aircraft movements are controlled by a tower operator.

Government owned and operated, the airport serves three major airlines, as well as their pasangers, and aircraft operators who make unscheduled flights to Aruba.

Princess Beatrix airport, managed by C. Heemskerk, has a force of twenty-three government employees engaged in administration, maintenance and air traffic control work.

Mr. Heemskerk has the responsibility of keeping the field maintained for aircraft safety, seeing that the terminal meets the needs of the public and the operating airlines, and overseeing air traffic control operations. In addition, the airport manager divides the responsibility of the field's fire department with the government police. Mr. Heemskerk, who has a background of air traffic control and ground school instruction dating from his World War II military experience, came to Aruba from Holland in 1949 to manage Aruba's air facilities.

Because the airport is a public institution, service is geared to meet the needs of all visitors including pasangers and aircraft operators. During peak flight periods, as many as 400 pasangers and well-wishers numbering hundreds more may tax the terminal's facilities to the limit. As airlines' employees are serving pasangers, so must others see that personal effects and freight are correctly routed and loaded.

Modern Terminal

The modern, airy terminal building is a far cry from the small stone and wood building that served as a terminal from its 1942 construction date. That was the year the government built the 5100-foot long air strip for the U. S. Army Air Corps. This was extended by 787 feet in 1950. Four years later, the strip was completely rebuilt and resurfaced to its present length.

Although plans for the new terminal building, which will be erected across the field from the present terminal, are in basic stages the new jet facility will feature two pasenger "finger piers" which extend past loading areas from the main building. The jet field will be an entirely new runway laid over the existing one with its nearly 3000 extra feet extending into the lagoon. The Oranjestaal-San Nicolas highway will be re-routed north of the airport and special glide-path lighting for jets will be installed. Long-range plans also call for radar and other air traffic control aids for controlling jets flying at 600 mile an hour speeds. After the runway is completed, work will commence on the terminal building. Needed for the jets will be suction sweeping machines to keep the runway and taxi track free of all foreign objects, special jet refueling hydrants plus electric or air jet engine starters.

At Princess Beatrix Airport today the big air fleet is fueled through operations controlled by Esso Marketing. Every month, Esso tank trucks deliver almost 100,000 gallons of aircraft gasoline to storage tanks at the airport's Esso terminal. The 115/145 octane gas is pumped to hydrants equipped with safety shut-off valves. These outlets are positioned in the aircraft loading area. A 100/130 octane fuel is delivered to aircraft by mobile tanks. When commercial aviation was introduced in Aruba in 1934 by M. Viana, the single-engined Loening amphibian plane used could be refueled with five-gallon jerry cans.

Schedule Of Paydays 1962

LAGO OIL & TRANSPORT COMPANY, LTD.

SEMI-MONTHLY PAYROLL				MONTHLY PAYROLL			
PERIOD		PAYDAY		PERIOD		PAYDAY	
February	1 - 15	Friday	February 23	February	1 - 28	Friday	March 9
	16 - 28	Thursday	March 8		March	1 - 31	Tuesday
March	1 - 15	Friday	March 23	April		1 - 30	Thursday
	16 - 31	Monday	April 9		May	1 - 31	Saturday
April	1 - 15	Tuesday	April 24	June		1 - 30	Tuesday
	16 - 30	Wednesday	May 9		July	1 - 31	Thursday
May	1 - 15	Wednesday	May 23	August		1 - 31	Monday
	16 - 31	Friday	June 8		September	1 - 30	Tuesday
June	1 - 15	Saturday	June 23	October		1 - 31	Friday
	16 - 30	Monday	July 9		November	1 - 30	Monday
July	1 - 15	Monday	July 23	December		1 - 31	Thursday
	16 - 31	Wednesday	August 8		HOLIDAYS - 1962 January 1 New Year's Day May 31 Ascension Day April 20 Good Friday June 11 Whitmonday April 23 Easter Monday December 15 Kingdom Day April 30 Queen's Birthday December 25 Christmas Day May 1 Labor Day December 26 Boxing Day		